



FAA FORM 8130-6, APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE

Form Approved O.M.B. No. 2120-0018
09/30/2007

 U.S. Department of Transportation Federal Aviation Administration		APPLICATION FOR U.S. AIRWORTHINESS CERTIFICATE		INSTRUCTIONS - Print or type. Do not write in shaded areas; these are for FAA use only. Submit original only to an authorized FAA Representative. If additional space is required, use attachment. For special flight permits complete Sections II, VI and VII as applicable.							
		1. REGISTRATION MARK N302TF		2. AIRCRAFT BUILDER'S NAME (Make) Terrafugia Inc.		3. AIRCRAFT MODEL DESIGNATION Transition		4. YR. MFR. 2008		FAA CODING	
I. AIRCRAFT DESIGNATION		5. AIRCRAFT SERIAL NO. D0001		6. ENGINE BUILDER'S NAME (Make) Rotax		7. ENGINE MODEL DESIGNATION 912 ULS					
		8. NUMBER OF ENGINES 1		9. PROPELLER BUILDER'S NAME (Make) Prince Aircraft Co.		10. PROPELLER MODEL DESIGNATION P50BP59K		11. AIRCRAFT IS (Check if applicable) <input type="checkbox"/> EXPORT <input checked="" type="checkbox"/> IMPORT			
APPLICATION IS HEREBY MADE FOR: (Check applicable items)											
<input checked="" type="checkbox"/> 1 STANDARD AIRWORTHINESS CERTIFICATE (Indicate Category)											
<input checked="" type="checkbox"/> SPECIAL AIRWORTHINESS CERTIFICATE (Check appropriate items)											
7. PRIMARY											
9. LIGHT-SPORT (Indicate Class)											
2. LIMITED											
5. PROVISIONAL (Indicate Class)											
3. RESTRICTED (Indicate operation(s) to be conducted)											
4. EXPERIMENTAL (Indicate operation(s) to be conducted)											
6. SPECIAL FLIGHT PERMIT (Indicate operation(s) to be conducted, then complete Section VI or VII as applicable on reverse side)											
C. 8. MULTIPLE AIRWORTHINESS CERTIFICATE (check ABOVE "Restricted Operation" and "Standard" or "Limited" as applicable)											
A. REGISTERED OWNER (As shown on certificate of aircraft registration)											
NAME: Terrafugia Inc. ADDRESS: 5 Cranes Court, Woburn, MA 01801											
B. AIRCRAFT CERTIFICATION BASIS (Check applicable blocks and complete items as indicated)											
AIRCRAFT SPECIFICATION OR TYPE CERTIFICATE DATA SHEET (Give No. and Revision No.) N/A											
AIRCRAFT LISTING (Give page number(s)) N/A											
C. AIRCRAFT OPERATION AND MAINTENANCE RECORDS											
CHECK IF RECORDS IN COMPLIANCE WITH 14 CFR Section 91.417 <input type="checkbox"/> TOTAL AIRFRAME HOURS 0											
D. CERTIFICATION - I hereby certify that I am the registered owner (or his agent) of the aircraft described above, that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101, et seq., and applicable Federal Aviation Regulations, and that the aircraft has been inspected and is airworthy and eligible for the airworthiness certificate requested.											
DATE OF APPLICATION November 20, 2008 NAME AND TITLE (Print or type) Carl Dietrich, CEO/CTO Terrafugia SIGNATURE 											
A. THE AIRCRAFT DESCRIBED ABOVE HAS BEEN INSPECTED AND FOUND AIRWORTHY BY: (Complete the section only if 14 CFR part 21.183(d) applies.											
2. 14 CFR part 121 CERTIFICATE HOLDER (Give Certificate No.) 3											
5. AIRCRAFT MANUFACTURER (Give name or firm)											
DATE TITLE SIGNATURE											
(Check ALL applicable block items A and B)											
A. I find that the aircraft described in Section I or VII meets requirements for											
B. Inspection for a special permit under Section VII was conducted by:											
DATE DISTRICT OFFICE DESIGNEE'S SIGNATURE AND NO. FAA INSPECTOR'S SIGNATURE											
DEC 01, 2008 ANS-M50042											

VI. PRODUCTION FLIGHT TESTING	A. MANUFACTURER			
	NAME		ADDRESS	
	B. PRODUCTION BASIS <i>(Check applicable item)</i>			
	<div style="display: flex; justify-content: space-between;"> <div style="width: 10%;"></div> <div style="width: 80%;"> PRODUCTION CERTIFICATE <i>(Give production certificate number)</i> _____ </div> <div style="width: 10%;"></div> </div>			
	TYPE CERTIFICATE ONLY			
	APPROVED PRODUCTION INSPECTION SYSTEM			
VII. SPECIAL FLIGHT PERMIT PURPOSES OTHER THAN PRODUCTION FLIGHT TEST	C. GIVE QUANTITY OF CERTIFICATES REQUIRED FOR OPERATING NEEDS			
	DATE OF APPLICATION		NAME AND TITLE <i>(Print or Type)</i>	
			SIGNATURE	
	A. DESCRIPTION OF AIRCRAFT			
	REGISTERED OWNER		ADDRESS	
	BUILDER <i>(Make)</i>		MODEL	
	SERIAL NUMBER		REGISTRATION MARK	
	B. DESCRIPTION OF FLIGHT			
	FROM		TO	
	VIA		DEPARTURE DATE	DURATION
	C. CREW REQUIRED TO OPERATE THE AIRCRAFT AND ITS EQUIPMENT			
		PILOT	CO-PILOT	FLIGHT ENGINEER
D. THE AIRCRAFT DOES NOT MEET THE APPLICABLE AIRWORTHINESS REQUIREMENTS AS FOLLOWS:				
E. THE FOLLOWING RESTRICTIONS ARE CONSIDERED NECESSARY FOR SAFE OPERATION: <i>(Use attachment if necessary)</i>				
F. CERTIFICATION — I hereby certify that I am the registered owner (or his agent) of the aircraft described above; that the aircraft is registered with the Federal Aviation Administration in accordance with Title 49 of the United States Code 44101 <u>et seq.</u> and applicable Federal Aviation Regulations; and that the aircraft has been inspected and is safe for the flight described.				
DATE		NAME AND TITLE <i>(Print or Type)</i>		SIGNATURE
VIII. AIRWORTHINESS DOCUMENTATION (FAA DESIGNEE use only)	<input checked="" type="checkbox"/>	A. Operating Limitations and Markings in Compliance with 14 CFR Section 91.9, as applicable.		G. Statement of Conformity, FAA Form 8130-9 <i>(Attach when required)</i>
	<input checked="" type="checkbox"/>	B. Current Operating Limitations Attached		H. Foreign Airworthiness Certification for Import Aircraft <i>(Attach when required)</i>
	<input checked="" type="checkbox"/>	C. Data, Drawings, Photographs, etc. <i>(Attach when required)</i>		I. Previous Airworthiness Certificate Issued in Accordance with 14 CFR Section _____ CAR _____ <i>(Original Attached)</i>
	<input checked="" type="checkbox"/>	D. Current Weight and Balance information Available in Aircraft		
		E. Major Repair and Alteration, FAA Form 337 <i>(Attach when required)</i>		J. Current Airworthiness Certificate Issued in Accordance with 14 CFR Section <u>21.191(A)</u> <i>(Copy Attached)</i>
	<input checked="" type="checkbox"/>	F. This inspection Recorded in Aircraft Records		K. Light-Sport Aircraft Statement of Compliance, FAA Form 8130-15 <i>(Attach when required)</i>

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION
SPECIAL AIRWORTHINESS CERTIFICATE

A	CATEGORY/DESIGNATION EXPERIMENTAL	
	PURPOSE Research and Development	
B	MANUFACTURER	NAME N/A
		ADDRESS N/A
C	FLIGHT	FROM N/A
		TO N/A
D	N-3021H	SERIAL NO. 00001
	BUILDER Terrafugia Inc.	MODEL Transition
E	DATE OF ISSUANCE December 01, 2008	
	EXPIRY December 01, 2009	
	OPERATING LIMITATIONS DATED 12/01/2008	
	ARE PART OF THIS CERTIFICATE	
	SIGNATURE OF FAA REPRESENTATIVE	DESIGNATION OR OFFICE NO.
	Scott E. Lunn	ANE-MIDO-42

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14, CODE OF FEDERAL REGULATIONS (CFR)

FAA Form 8130-7 (07/04)

SEE REVERSE SIDE

NSN 30052-00-693-4000



U.S. Department
of Transportation
**Federal Aviation
Administration**

Engine & Propeller Directorate

Manufacturing Inspection District Office -42
12 New England Executive Park
Burlington, MA 01803-5299
Tel: (781) 238 - 7129 Fax: (781) 238 - 7898

**EXPERIMENTAL OPERATING LIMITATIONS
RESEARCH AND DEVELOPMENT
Supplement to FAA Form 8130-7 dated 12/01/2008**

BUILDER: Terrafugia Inc.

SERIAL NUMBER: D0001

MODEL: Transition

REGISTRATION NUMBER: N302TF

These limitations are a part of **FAA Form 8130-7 Special Airworthiness Certificate**, issue date of 12/01/2008 and must be kept in the aircraft at all times. This aircraft is governed by the operating rules contained in the Federal Aviation Regulations, 14 CFR 91, and is subject to the following operating limitations listed below.

(1) No person may operate this aircraft unless Form 8130-7 is displayed at the cabin or cockpit entrance and visible to passengers or flight-crew members.

(2) No person may operate this aircraft for other than the purpose of research and development to accomplish the flight operation outlined in the program letter dated 11/12/2008, which describes compliance with § 21.193(d), and has been made available to the pilot in command of the aircraft. In addition, this aircraft must be operated in accordance with applicable air traffic and general operating rules of part 91, and all additional limitations herein prescribed under the provisions of § 91.319(e).

(3) Not issued

(4) All flights of this aircraft must be conducted within the geographic areas indicated on the attached charts:

Three locations have been identified for the execution of Terrafugia's flight test program:

Griffiss (KRME), Rome, NY (Attachment 1)

Plattsburgh (KPBG), Plattsburgh, NY (Attachment 2)

Orange (KORE), Orange, MA (Attachment 3)

Phase I flights will occur at either KRME or KPBG, and phase II flights will be from KORE.

All flights will remain within the geographic areas as defined on the attached charts and will avoid all densely populated areas also defined on the attached charts. Check Notice to Airmen (NOTAMS) and Temporary Flight Restrictions (TFR), or other restrictions prior to each flight.

(5) Not issued

(6) When changing between operating purposes of a multi-purpose certificate, the operator must determine that the aircraft is in a condition for safe operation and appropriate for the purpose intended. A record entry will be made by an appropriately rated person to document that finding in the aircraft logbook.

(7) This aircraft must not be operated unless it is inspected and maintained in accordance with appropriate military technical publications and/or manufacturer's recommendations. The owner/operator must select, establish, identify, and use an inspection program as set forth in § 91.409. This inspection program must be recorded in the aircraft maintenance records.

(8) The pilot in command of this aircraft must hold an appropriate category/class rating. If required for the type of aircraft to be flown, the pilot in command also must hold either an appropriate type rating or a letter of authorization issued by an FAA Flight Standards Operations Inspector.

(9) This aircraft is to be operated under VFR, day only.

(10) Not issued

(11) Not issued

(12) No person may operate this aircraft for carrying persons or property for compensation or hire.

(13) No person may be carried in this aircraft during flight unless that person is essential to the purpose of the flight.

(14) Not issued

(15) The pilot in command of this aircraft must advise each passenger of the experimental nature of this aircraft, and explain that it does not meet the certification requirements of a standard certificated aircraft.

(16) This aircraft must contain the placards, markings, etc., (or other operating instructions developed for an STC modification) required by § 91.9.

(17) This aircraft is prohibited from aerobatic flight, that is, an intentional maneuver involving an abrupt change in the aircraft's attitude, an abnormal attitude, or abnormal acceleration not necessary for normal flight.

(18) Not issued

(19) Not issued

(20) This aircraft must not be used for glider towing, banner towing, or intentional parachute jumping.

(21) No person must operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with appendix D to part 43, or other FAA-approved programs, and was found to be in a condition for safe operation. This inspection will be recorded in the aircraft maintenance records.

(22) Only FAA-certificated mechanics with appropriate ratings as authorized by § 43.3 may perform inspections required by these operating limitations.

(23) Inspections must be recorded in the aircraft maintenance records showing the following, or a similarly worded, statement: **"I certify that this aircraft has been inspected on [insert date] in accordance with the scope and detail of appendix D to part 43, or other FAA-approved programs, and was found to be in a condition for safe operation."** The entry will include the aircraft's total time-in-service, and the name, signature, certificate number, and type of certificate held by the person performing the inspection.

(24) If aircraft, engine, or propeller operating limitations are exceeded, an appropriate entry will be made in the aircraft records.

(25) This aircraft must not be operated unless it is maintained and inspected in accordance with the requirements of part 43.

(26) This aircraft must display the word "**EXPERIMENTAL**" in accordance with § 45.23(b).

(27) The pilot in command of this aircraft must notify air traffic control of the experimental nature of this aircraft when operating into or out of airports with operating control towers. The pilot in command must plan routing that will avoid densely populated areas and congested airways when operating VFR.

(28) This aircraft does not meet the requirements of the applicable, comprehensive, and detailed airworthiness code as provided by Annex 8 to the Convention on International Civil Aviation. The owner/operator of this aircraft must obtain written permission from another country's CAA prior to operating this aircraft in or over that country. That written permission must be carried aboard the aircraft together with the U.S. airworthiness certificate and, upon request, be made available to an FAA inspector or the CAA in the country of operation.

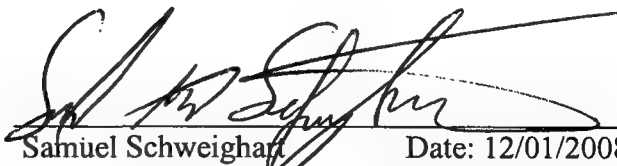
(29) Aircraft instruments and equipment installed and used under § 91.205 must be inspected and maintained in accordance with the requirements of parts 43 and 91. Any maintenance or inspection of this equipment must be recorded in the aircraft maintenance records.

(30) Application must be made to the geographically responsible FSDO or MIDO [ANE-MIDO-42] for any revision to these operating limitations.

(31) Section 47.45 requires that the FAA Aircraft Registry must be notified within 30 days of any change in the aircraft registrant's address. Such notification is to be made by submitting Form 8050-1 to AFS-750 in Oklahoma City, Oklahoma.



Scott F. Lunn Date: 12/01/2008
Aviation Safety Inspector
ANE-MIDO-42



Samuel Schweighart Date: 12/01/2008
Signature constitutes acknowledgement & understanding
of these limitations.

Note: These Experimental Operating Limitations (Research and Development) expire in one year on 12/01/2009

To whom it may concern:

For the past two years, Terrafugia has had a full time team dedicated to the development of the Transition®, a novel approach to a "roadable" aircraft. The Terrafugia team has completed the design, construction, and preliminary drive-testing of our proof-of-concept (POC) aircraft, and the next critical step in the vehicle development program is the commencement of the flight test program.

Terrafugia is implementing a two phase flight test program for the experimental evaluation of our Transition® roadable aircraft. The test program plan has been formed by our chief test pilot and flight test coordinator, Col. Philip C. Meteer (ret. USAF). Col. Meteer has attended the National Test Pilot School, and has consulted extensively with instructors at the NTPS as well as the engineers at Terrafugia in the development of Terrafugia's flight test program. The resulting two phase flight test program is summarized here:

Phase one of flight testing will evaluate basic vehicle stability and control during normal flight and in particular during takeoff and landing. Go-arounds will be practiced at altitude and basic control forces for normal maneuvers will be assessed. Phase one testing will be conducted out of either Griffiss or Plattsburgh. Once basic controllability and pilot familiarization is completed through phase one testing, phase two will begin.

Phase two of flight testing will expand the test envelop to include stalls and stall recovery, accelerated stalls, and possibly spin entry and recovery depending upon stall performance. Phase two will also be the test-bed for modifications to the vehicle and more substantial in-flight data acquisition to fully evaluate flight characteristics. Phase two testing will be primarily out of Orange (KORE), but occasional flights from KRME or KPBG will likely be desirable for various testing reasons.

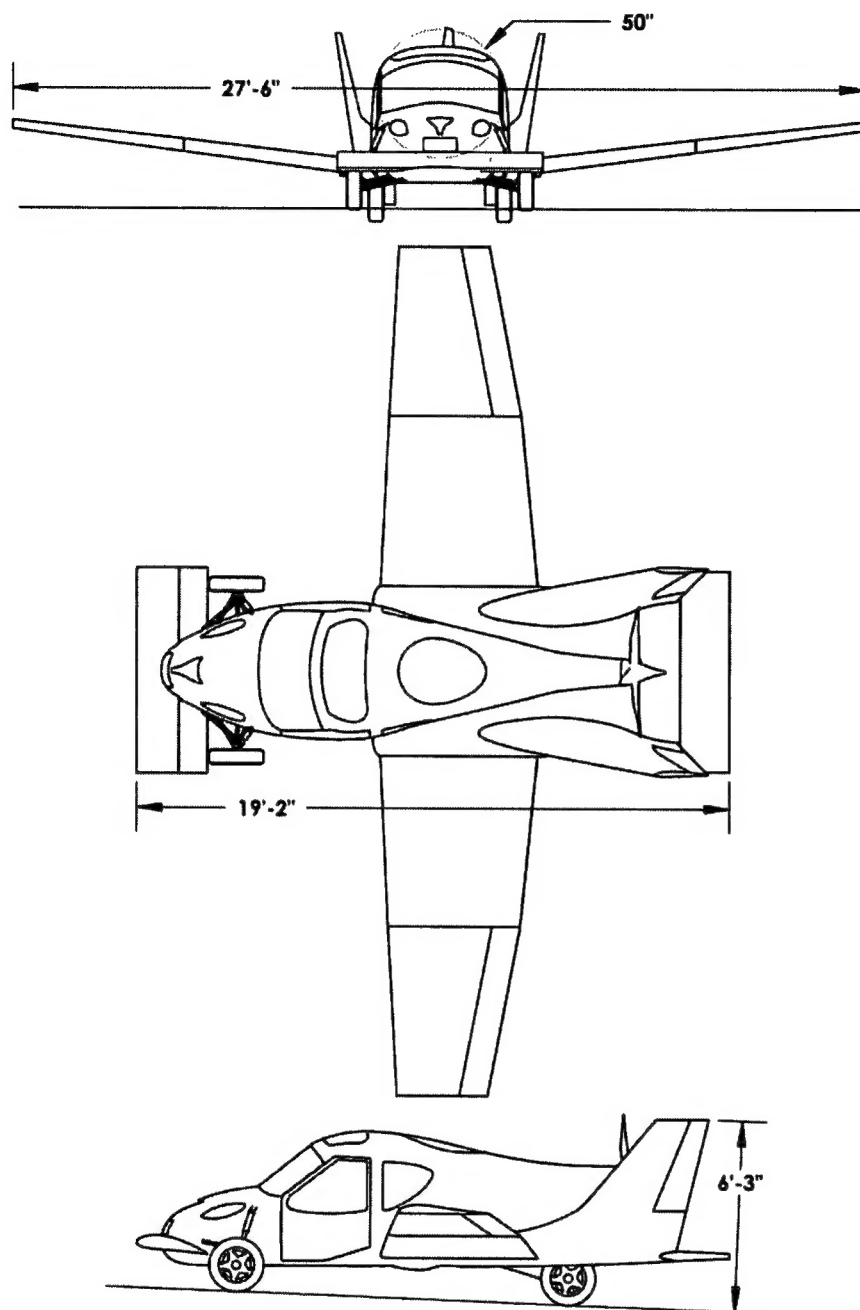
The following charts indicate the proposed areas of flight test operations at all three locations.

Please direct any questions regarding this program letter to:

Carl Dietrich
Terrafugia Inc.
5 Cranes Court
Woburn, MA 01801

+1-781-491-0812

carl@terrafugia.com



3-view drawing of Terrafugia's Transition Roadable Aircraft. The datum plane is coincident with the nose of the fuselage (9" aft of the leading edge of the canard). The CG range is from 6' 3" to 6' 6" aft of datum. This location has been validated by vortex lattice modeling, wind-tunnel testing, and scale-model flight tests.

